NETC 15-2 /Naturalistic Driving Study Project Update

August 16 Conference Call

Activities/Topics covered by Siby were (red text is additional discussion/comments from the conference call):

* We have completed the acquisition of the RID data and now have the complete data set from the Roadway Information Database. It is inclusive of the latest version update (RID v2.0).
* We have complete Institutional Review Board approval in place for obtaining SHRP2 data from VTTI. Hoping for delivery of pilot data that would include all fields of study interest.in early September.
* We have completed a signed agreement with Miguel Perez at VTTI that gives VTTI until the end of August to provide us the data given that the Data User License is finalized and IRB approval is obtained.
* We have finalized the Purchase order with VTTI for the SHRP2 data. The latest data version is being delivered that has more samples and is more robust.

There was much discussion on various data aspects:

* (Siby) Getting set up for obtaining data is tedious, but overall not too bad. VTTI has be very responsive. Tracy has been satisfied with the service. Obviously, security is a key aspect to work through, but that was not an onerous process.
* (Paul) You’re experiencing what everyone else experiences

A key step at this point is to establish a data analysis hypothesis so you can see if the data delivered meets the study need.

Be careful about data descriptions vs. data dictionary. Do ask Miguel Perez for info on baseline data.

Timeline – data checking and cleaning takes time, so figure that into the project. Also vehicle tracing will be needed.

* (Charles) Watch data attrition and consider why it might be whittled down as much as it is. Look at # of sites vs. # of trips or # of drivers

Go for the video if you can – that information can be very valuable (if budget permits.)

* (Siby) Solicited input from the group to help define the data analysis hypothesis. Here are some highlights:
  + For left-turners, look at gap acceptance analysis – this may be a factor in older driver crashes (how much distance is being required by the driver to make the decision to turn).
  + Consider some of the cognitive and physical conditions of involved drivers.
  + Examine deceleration rates
  + Is there a tendency for older drivers to mimic what the vehicle ahead does and due to that behavior get into a rear-end crash or a left turn crash?
  + Compare results against a baseline
* We are in the final stages of completing the Data User License (DUL) defining data security and management plans with VTTI for the SHRP2 data.
* As a part of the new data release of additional coded events in the SHRP2 database, we were able to obtain several more baseline, crash and near crash events to provide us better strength in our analysis.
* We have defined hypotheses pertaining to what we would initially test. And we will likely define several additional hypotheses to test as well. (see above discussion)

Overall, we are making good progress on this project. While we are waiting on the delivery of the SHRP2 data, we will continue to chart out analysis strategies and identify any critical challenges in the meantime.

(Duane) Process is going well and the combined input/discussion very worthwhile.